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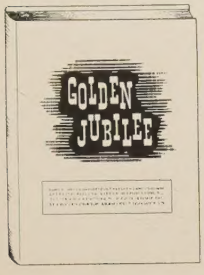

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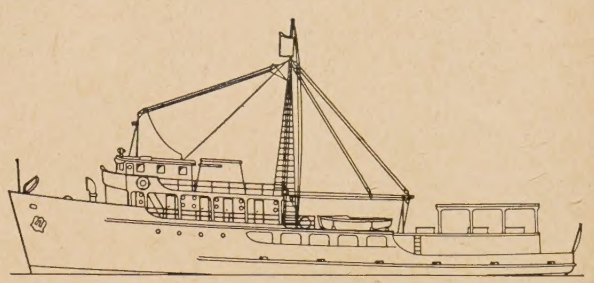

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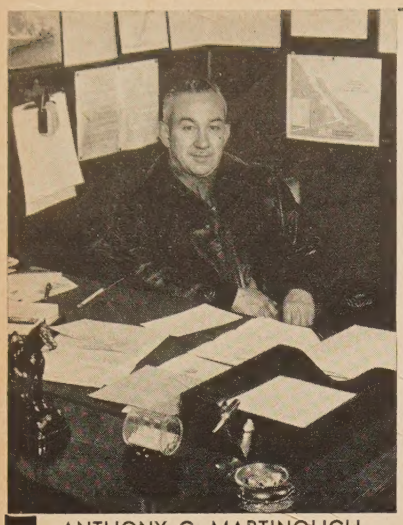

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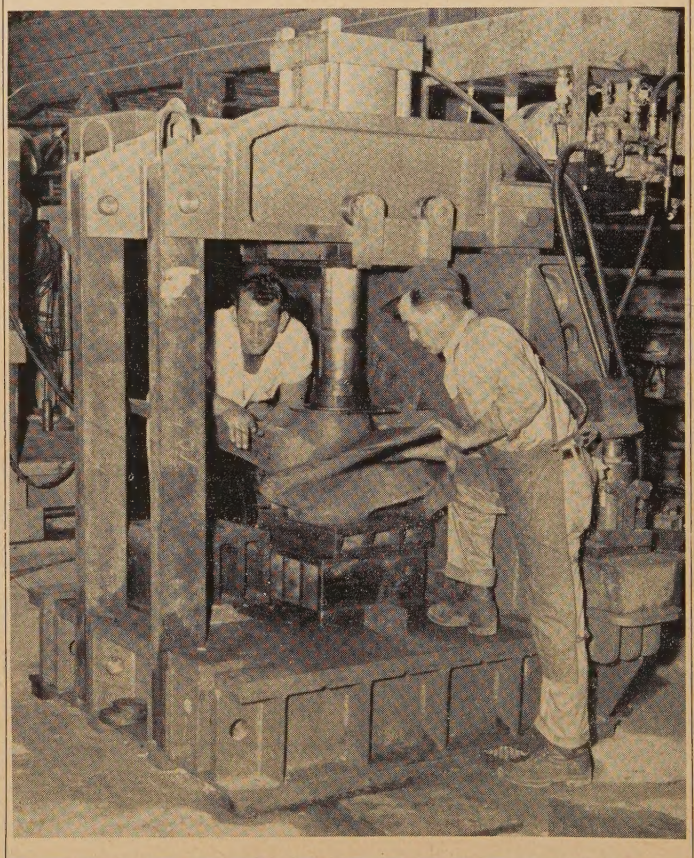

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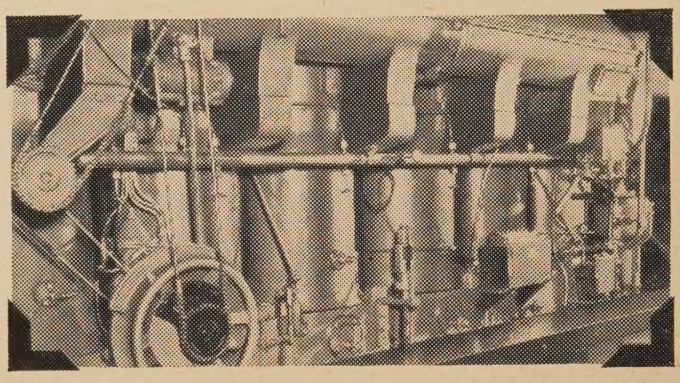

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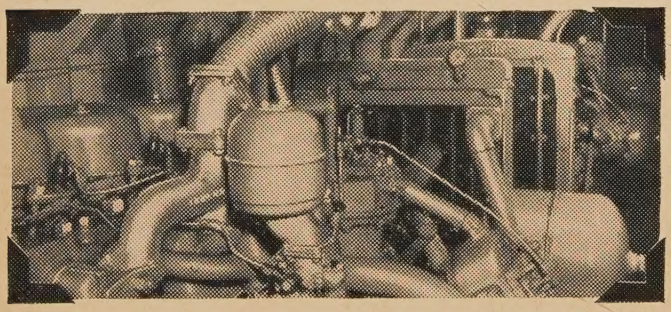

FIVE CATERPILLAR AND BUDA DIESELS are also on the M. V. Komoku to operate air compressors, generators, etc. . . . are lubricated with RPM DELO Heavy-Duty Oil. In varying periods, RPM DELO Oils have prevented ring, cylinder or bearing trouble in any of them.

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RPM DELO LUBRICATING OILS

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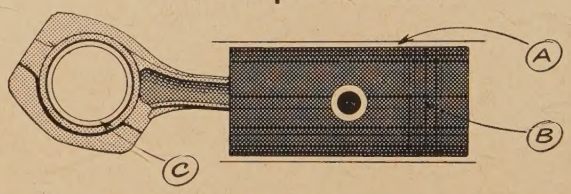

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PAN-AMERICAN *fisherman*

NEWSmagazine of PAN-AMERICAN FISHERIES
combined with the magazine TUNAfisherman

MAIN OFFICE
205 Broadway Pier Bldg.
San Diego 1, Calif — Phone F-7328

A Journal Published Monthly
Serving the Pan-American Fisheries
A Marine Press Publication

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Publisher.....John T. McInnis
General Manager.....John S. Lusitana
Editor-in-Chief.....John Springer
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Volume 5 No. 7

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COVER

Avondale's mighty Gulf Star, launched this month. (See "Bull of the River," page 11).

•

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Frank Evans
John Hegeman
William A. Walters

•

FOREIGN BUREAUS
Honolulu, T. H.; Anchorage, Alaska; Sydney, Australia; Mexico City; Lima, Peru; Balboa, Canal Zone; Capetown, S. Africa; Tokyo; Ensenada, Mexico; Tijuana, Mexico.

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DOMESTIC BUREAUS
Portland Oregon; Seattle, Washington; Coos Bay, Oregon; San Francisco, Los Angeles, San Pedro, San Diego, Monterey, California; Aberdeen, Washington; New York City, Washington, D. C.; Boston, Massachusetts.

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ABOUT THIS ISSUE:

ADDED to *Pan-American Fisherman* magazine's steady growth during the past four years, is the acquisition last month of two young fellows from whom you will hear plenty in the months ahead. One of them, Bob McGraw, as a matter of fact, has broken into print in this issue with as good a story to hit this desk in some time. McGraw's effort, however, has not been confined to the story alone; he also is the author of *Fair Winds*, a column of this and that which is to be included within these pages as a monthly feature. His feature, called *Bull of the River*, is on page 11. It deals with background on James H. Bull, and his big shipyard, Avondale Marine Ways of New Orleans, Louisiana, and it may be said in passing that McGraw is the right kind of man, physically speaking, to write of big enterprises.

Weighing about 200 pounds, McGraw attended Rutgers University before coming to the West Coast, where, in addition to soaking up some journalism, he was a star athlete. He is well-known in Brunswick, New Jersey, the home of his school, as a top-flight performer in wrestling, basketball, and the gentle art of Judo. At present, he has classes, as a hobby, in both Judo and wrestling at the local YMCA, at which he works after a day of batting out copy for *Pan-American*. McGraw's journalistic experience includes sports reporting for the now dead San Diego *Journal* newspapers, and police, City Hall, and features work for the Carmel *Spectator*, and *Daily News* in Anchorage, Alaska.

Our second newly-arrived member is Larry Lusitana, son of *Pan-American's* General Manager, John Lusitana. A good-looking young guy with a lot of ambition and promise, Lusitana *fils* is a graduate of Grossmont High School in San Diego County, and is currently attending Balboa University in the Border City. Born in New Jersey, he went in for basketball and journalism in his high schooling back there, and, although he doesn't appear in print in this issue, you'll see his name in the next, and right on top of a good editorial section. As an oldtimer on this staff, we're happy to welcome these boys, although it must be admitted that their vitality makes us sort of wistful at times.

•

If you turn to page 10 you'll find a story that we've been trying to print for some time, but one that has, for the past couple of years, managed to elude us. It's a story involving Marine Products company of San Diego, California, a firm that has enjoyed a phenomenal growth in any circle concerning fisheries, and one which, moreover, has been, for a number of years, a booming testimonial of what can be accomplished when there is mutual respect, honesty and fair dealing between North American and Latin-American businessmen. Perhaps one of the reasons that this magazine has had hard going in not presenting this story sooner, is for that very reason. The Association of Mexican shrimp producers and officials of Marine Products has been such a busy one that rare indeed has the moment occurred wherein these people could be saddled down long enough to give up the background data. At any rate, sparked by the headlong drive of President, Lucian K. Small, Marine Products has become an outstanding business success story, and we think you'll like our version of that success.

•

Frank Evans, *Marine Press* Contributing Editor, has a yarn on page ?? that brings up an old sore—that is, the personal property taxes on commercial craft berthed in San Diego, California. According to Evans, the year, 1951, may mark some change in this method of garnering taxes from the tuna fleet, although he makes it plain that it's a tough nut to crack. In any event, he presents the picture as it has been known for some time, and we think it's a pretty informative article. See you next month.

—*John Springer*

The Gill Net: *New Use for an Old Death Trap?*

Hard indeed has been the lot of the streamlined little albacore since the day in 1904, when Albert J. Halfhill of San Pedro, California, cooked and canned a batch of the species and talked Grocer Jevne, a fellow townsman, into stocking the product, thereby setting the stage for a multi-million-dollar West Coast industry. Since that day, in fact, the "Hog of the Sea" has been pursued with a relentlessness aided by every known piece of fishing equipment, down to, and including, purse seines and sports fishing rods. Unhappily for the albacore, although fortunately for Southern California's glittering fleet, a new wrinkle, tried out by the Fish & Wildlife Service, may make the going even tougher for the "Hog."

Based on an experiment late last summer, to be specific, the Service recently reported that one of its fishing expeditions had "considerable success" in scragging albacore with the use of gill nets. The Service, ever cautious in the matter of predictions, of course, has even gone on record with the suggestion that a "blessing" may be involved. But it warns that several factors must be considered and ironed out, at least before commercial fishermen can be emphatically told, "this is it." In the main, the Service's reservations amount to (1), the operation must be modified to correlate efficiency and economy and, (2), the net must prove capable of taking albacore of a quality comparable with that grabbed in the conventional manner.

The "conventional way," the investigators point out, is the method utilized by most San Diego, California, fishermen, and others of their Pacific Coast brethren—i. e., the use of hook and line, with either live bait or a jig as the lure. The gill net, were it proved satisfactory in every way, would be especially beneficial to small albacore boats, carrying, say, about eight lines simultaneously. The test, however, marks nothing new in scientific experiments of the same nature, and some oldsters along the Southern California waterfront point to these, shrug their shoulders, and consign the Service's success to pure bull luck. One of these so-called failures cropped up some time ago at the hands of the California State Division of Fish & Game, although its status, as either success or failure, has yet to be determined.

These gill-netting experiments were conducted off the Southern California coast by *M. B. Scofield*, a research ship attached to the SDFG. Few albacore were caught, and, for a time, the venture appeared to prove that gill-netting for albacore was not feasible. After probing the facts with her usual attention to *minutae* and detail, Dr. Francis Clark, State Marine Biologist, came out, however, with a different slant. The method, she held, only *appeared* to be unsuccessful, although she was willing to grant the possibility existed that the experiment had shown up gill-nets as wrong-

way equipment for albacore. One disadvantage in the establishment of proof, she pointed out, had to do with the fact that the venture was staged in the off-season to determine the whereabouts of albacore, rather than to test this method of fishing, hence few fish were up-anchored and taken aboard. Additional tests by her organization, she added, probably would take place when the fish were running, and, therefore, a much clearer picture, from the State Fish & Game's view, would see a preview.

The Alaskan gill-net experiment, conducted by the Fish & Wildlife Service, was launched aboard a new vessel, the *John N. Cobb*, which, early last summer, pulled away from Seattle, Washington's, sprawling waterfront and churned the British Columbian and Southern Alaskan waters until Fall. The investigation was headed by Joseph Ellson, who very recently was transferred to San Diego, California, as Assistant Chief of the Fish & Wildlife Exploratory Fisheries Section. Results were so gratifying, Ellson says, that the vessel will leave Seattle in June to probe the gill-net possibilities once more. Results of the gill-net operation, and the description thereof, Ellson puts this way:

Suspended vertically in the water, a particularly long and deep net was used. Holes were big enough to permit ingress of the albacore's head, whether it ran to nine or 35 pounds. But the net holes were small enough to snag the fish's gills after the head was admitted. Gill-nets, he admits, are, of course, probably as elderly as commercial fishing itself. But they have never been used previously in the waters plumbed for albacore fishing in the north, and the success of the experiment could be judged by the take on one instance. Yanked in, the net held between one and two tons. On another occasion, a large quantity of albacore was ensnared at a moment when no fish was in sight, and when all other means of capturing them had failed.

So far as scheduled procedure was concerned, the nets generally were dropped in the drink in the late afternoon, and left hanging until morning. At that time, they were reeled in over huge drum-like spools turned by winches. Nets used on the *Cobb* were a third of a mile long and about 60 feet deep. Each net sported six shackles, or sections, with varying mesh sizes, and the bottom was lined with lead, while the top was ringed with cork. Thus, the net was "standing up" at all times while in the water. The twine, woven from both nylon and linen, was about one-eighth of an inch, diametrically speaking.

Regardless of whether or not gill-netting for albacore is the coming thing, however, the experiment seems to have aided in solving what, up to that date, has represented a knotty problem, and one that has caused plenty of marine argument. That is, at what distance below the ocean surface is the largest concentration of albacore found? The vast majority of albacore, according to Ellson, was discovered by the *Cobb's* mariners at about the 30-foot mark, or, in the top half of the gill-net. It is hoped that the FWS test in June will prove the total advisability of gill-net albacore fishing. It could mean more money in the till for a lot of small-boat owners.

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The GLOBE

An International News File compiled by FOREIGN BUREAUS of Marine Press Association

Oslo, Norway.—It should be possible to export important quantities of Norwegian herring meal to the United States, according to a Haugesund fish-meal plant operator who recently visited the United States. He is quoted in Fiskaron as having stated to his local newspaper that first, however, Norwegian herring meal production would have to be standardized and a lighter meal produced. The meal must be ground more uniformly and packed in jute sacks holding 50 kilos (110 lbs.). One-half million sacks for export purposes have recently been purchased from Calcutta for division among Norwegian fish-meal producers. In entering the U. S. market, he pointed out that there would be competition with Japanese, Canadian, and African producers. There has been, according to the Norwegian operator, considerable interest among U. S. buyers, some of whom already had received samples of Norwegian meal from the past season's production.

Guaymas, Son., Mexico.—During November 1950, shrimp vessels returning to Guaymas (Mexico) brought less shrimp than in October, but the suantity was still large and probably about the same as in November 1949 (the record month of last season), according to plant operators. In October 1,237 metric tons of shrimp were landed in Guaymas, compared with 1,008 metric tons in October 1949, states a December 8 American consular dispatch from Guaymas. Mexican shrimp freezing-packing operators are encouraged by indications that United States prices for their product have reached what they believe is the low point for the season and have begun to rise in answer to increased demand. The operators are now selling parts of the large stocks accumulated during October and early November.

Tokyo, Japan.—Main elements of the third Japanese mother-ship-type tuna expedition left Japan on November 25 and 26, 1950, for the waters adjacent to islands comprising the U. S. Trust Territory of the Pacific. This expedition, which is smaller than either of the two previous expeditions which operated in this area, was to operate for about 20 days to provide iced yellowfin tuna for consumption in Japan during the New Year season. The expedition consisted of the 550-gross-metric-ton mothership Tenryu Maru, 10 catchers of the 1950-gross-ton class, and a Japanese Government inspection vessel, the November 25 Weekly Summary of the Natural Resources Section of SCAP reports. A representative of SCAP accompanied the expedition to insure compliance by the Japanese with the provisions of SCAP directives. A representative of the High Commission for the Trust Territory accompanied the expedition as observer for and adviser to the High Commission, and to conduct scientific studies. Two Japanese Government fisheries inspectors also accompanied the expedition to insure compliance with government regulations.

Reykjavik, Iceland.—Icelandic trawlers catching rosefish are doing well, according to an October report in the Icelandic newspaper Timinn. One catch of 375 metric tons, made in a few days, yielded 19 tons of oil and 65 tons of fish meal. Of the total catch 15 tons were processed for the American market, producing 4 tons of frozen fillets. The oil brought L-107 ($299.60) per metric ton and the meal L-52 (145.60) per ton. Meanwhile three Icelandic trawlers fishing out of Akureyri on the north coast of Iceland have had good fishing according to a mid-October Icelandic newspaper report published in the November 28 Fiskets Gang. As of October 15, two of the trawlers had fished for six months and the third for five months. Together they had landed 13,308 metric tons (29,339,000 lbs.) of rosefish and 3,041 tons (6,704,000 lbs.) of pollock, a total of 16,349 tons (3 ,043,000 lbs.) all of which was delivered to reduction plants. From the catch, the plants produced 2, 26 metric tons of rosefish meal, 518 tons of fish meal (presumably pollock), and 633 tons of oil. In addition, the trawlers salted several hundred barrels of rosefish. If all of the catch sold for the same price as that already reported for other trawlers, the gross returns for these three trawlers will be 10 to 11 million kroner ($614,000-$675,400). Each fisherman's share averaged about 3,500 kroner ($215) per month. The trawlers averaged a full week per trip. A great part of the catch was taken on Hala bank, a day's sail from Krossanes on the northern Icelandic coast.

Nagasaki, Japan.—Oyster Culture in Japan, Fishery Leaflet No. 383, is a new leaflet recently issued by the Service. This 80-page report discusses the Japanese oyster culture procedures in some detail. The Japanese have been exceedingly efficient in the culture of both edible and pearl oysters, and their methods are therefore of more than passing interest to the United States and Canada. Because the methods employed today are the result of many hundreds of years of culture, experience, and experiment, this report traces the history of oyster culture in Japan from its beginning to the present-day techniques. Among the subjects on oyster culture covered in this leaflet are species and distribution; biology; culture, utilization and byproducts; production and export; and enemies and damage.

Marseille, Provence, France.—The French Government has submitted a list of commodities which it intends to license for import, and included among them is special fish oil, the Economic Cooperation Administration reported on February 9. Interested American firms should not assume that this item will be ECA-financed as it may be imported under the Marshall Plan or through the use of France's available dollars. This list was published so that United States firms interested in supplying any of the items will have as much advance information as possible before import licenses are granted by the French Government. Interested American suppliers should contact prospective French importers through their agents abroad. Firms without representation may obtain names of importers, who previously have purchased fish oil, by consulting ECA lists.

PAN-AMERICAN
fisherman
NEWSmagazine of PAN-AMERICAN FISHERIES

New Launchings, Elections, Mishaps

OFF THE WAYS

Start of 1951:

National Steel and Shipbuilding launched its first three hulls of 1951 on January 2, when three 54-foot all-steel shrimp trawlers slid down the ways at the San Diego plant. The boats later were picked up by Mexican crews for use in the Gulf of California by Productos Congelados, of Guaymas, Sonora, Mexico. Coincident with the mass launching, George Dew, shipyard manager, announced that Hernando De Cima, manager for Productos Congelados, had ordered six additional trawlers of shallower draft for use in La Reforma waters. The boats launched January 2 were powered with 125-horsepower Murphy diesels, and can stay at sea for a maximum of 11 days. They have 26½-ton ice capacity, and carry crews of eight. Their delivery brought to 10 the total built by National Steel for the Mexican firm, and they increase that outfit's fleet to 70 boats owned or under lease. The firm is one of the largest shrimp operators in Mexico, operating packing plants at Guaymas and La Reforma.

REINS-HOLDER

Frank M. Perry:

For many years a prominent member of the San Diego fishing colony, and owner of several clippers, Frank M. Perry was elected president of the American Tunaboat Association at a meeting at Hotel San Diego on January 3. Edward X. Madruga and Vernon M. Brown were elected to the positions of vice president and secretary, respectively. Brown is an incumbent electee. Action was deferred on Harold Cary, executive manager of the association, as his appointment extends several years. Retiring president M. O. Medina lauded Cary for his efforts during the last year in directing the association and aiding the tuna fleet. Particular emphasis was placed on the excellent work and results established by Cary for his close cooperation with legislative representatives in Washington and Sacramento.

MISHAPS!

St. Mathews:

Although the *St. Mathews*, a huge tuna clipper of 396 tons capacity, brought in 200 tons of fish from their last voyage for Van Camp Seafood Company, the trip was far from profitable. The main bearings of the engine burned out 2400 miles from the border city, and the vessel had to be towed all the ways to its home port, San Diego, by the Long Beach tug Kanak. A $15,400 towing bill and the confrontment of untold repair bills were the result of this unfortunate mishap. However, one thing in favor of the *St. Mathews*, as related by owner John E. Leanders, is that the fish was unharmed during the 2400-mile tow, due to the clipper's dependable auxiliary engines, which provided sufficient refrigeration.

PROTESTS

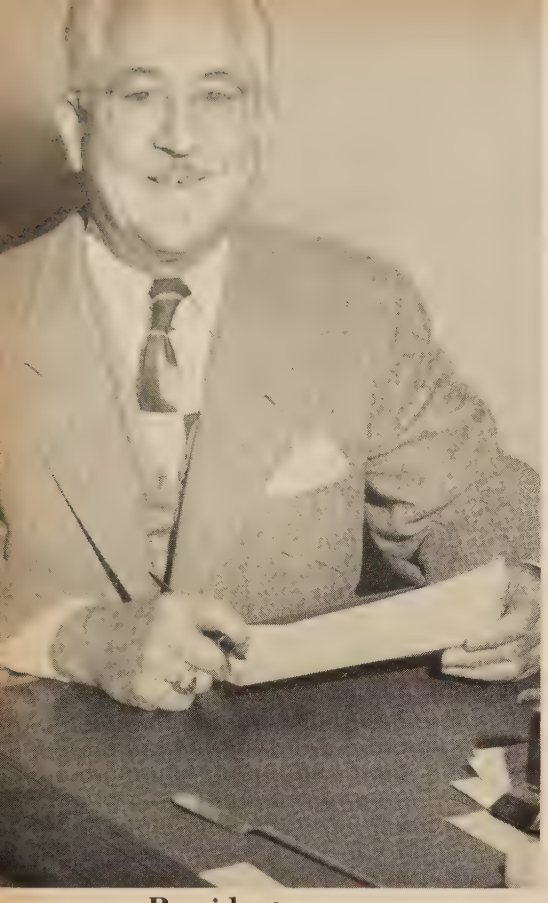
Shocks and Salmon:

A proposed $42,000,000 hydroelectric project on the Cowlitz River poses a serious problem to the salmon industry in Washington state, according to research director Donald McKernan, of the Oregon fish commission. McKernon told a federal commission examiner that the project would be a serious threat to the longevity of the salmon industry in the northern state. He appeared as a witness for the Washington Fish and Game Department, which is in opposition to an application by the city of Tacoma, Wash., to construct two power dams on the Cowlitz, a tributary of the Columbia River. That the dams would block migrations of adult salmon to upriver spawning grounds, and the passage of fingerlings back to sea appears to be the major factor leading to the department's opposition to the project. Discussions brought forth the fact that salmon have never successfully passed over dams, or young brought back down a water route blocked by a dam. McKernan stated that if all proposed dams on the Columbia river and its tributaries above Bonneville dam are constructed as now planned the salmon runs of the upper Columbia river would definitely be "destroyed," and that insufficient study has been given to fish passageways at the Cowlitz dams.

(*Continued on page 15*)

On the Mark!

George Dew, National Steel and Shipbuilding shipyard manager, points out to Seymour E. Frances, Publicity Chief, Armstrong-Schram Co., exclusive features on three shrimp trawlers, launched January 2 at the San Diego yards.



President
Lucian K. Small

FOREWORD

ANYONE enough interested in American business successes and with a curiosity sufficiently agitated to dig for the important developments and events leading up to such, could discover a fertile ground in San Diego, California's, nationally-known Marine Products Company, and in its President and founder, Lucian K. Small. In both instances, however, the going would be tough. For one thing, the organization's rapid growth is so politically and economically interwoven with that of the Mexican shrimp industry as to present a nucleus with a thousand facets. Some of these have their origination in Mexico; others in New York and Los Angeles, and still others are a part and parcel of the home office and plant in San Diego. Both the firm and its mentor have moved so fast, industrially speaking, during the past few years, that, in the following, dates are not given in some instances, for reasons of accuracy. In this first installment, to be followed by the second, and concluding article, in *Pan-American Fisherman* in March, there is little more than an introduction of Mr. Small involved. This has been deliberate, as the political aspect of his association with Mexican industrialists, especially in the early years of Marine Products Company, was considered the more important. But he shall not be neglected on our next trip, which also will include data on packing, merchandising and other industrial policies practiced by one of the most interesting commercial enterprises in Southern California.

Progress & Pink Gold

By JOHN SPRINGER

IF, some bright, benevolent day, San Diego, California, should decide to honor all men who, collectively speaking, are responsible for the city's position as a world-famous seafood outlet, and Old Mexico were equally appreciative of the fattest industry on her Gulf, the dispensers of accolade could do worse than back-slap the son of a Caribou, Maine, oilman, and his long-time friend, a retired General of the Mexican Army. A ceremony of this nature, to be sure, would be accompanied by a story, and, in the principals just mentioned, there is a yarn that can leave no individual cold, save the deaf, the dead, the young, the chronically cynical or the insane. Indeed, it is a story of a remarkable ambition and far-sightedness on the part of a frankly commercial American businessman, and of these elements, plus an honest patriotism, on the part of a Mexican Army officer who shucked his uniform to serve his country as President, then State Governor, and, finally, in the capacity of philanthropist-financier.

It is a tale of integrity and fair dealing between men of different nations; of politics in marble halls; of sweat, bitter disappointment, and of robust pioneering. It is the chronicle, *Circa* 1950, of a $7,000,000 annual Mexican ocean harvest, distributed throughout the United States by an American concern; of a 450-unit Mexican trawler fleet that ranges the 2,000 miles of West Mexican and Gulf of California coastline; of troops of skilled workmen on both sides of the border; of American ships chandlers and supply houses growing financially healthy from Mexican purchases; of shipyards booming by virtue of the same patronage; of *pesos* forked over by the million for American heavy machinery and of jammed boxcars rolling North, South, East, and West; of sprawling plants boiling with activity, and of a pink-gold little *crustacean*, which has brought about this industry due to its popularity, when iced and served in cut crystal, with a million jaded appetites sitting at a million glittering American tables.

BUT, in essence, it is the story of Lucian K. Small, who, at 60, is President of the nationally-known Marine Products Company of San Diego, a firm whose tenacles reach out to all major American cities, and of the fabulous General Abelardo L. Rodriguez, father of the Mexican shrimp industry. It begins with Small's days as a law student at the University of Southern California, and stems from certain lasting interests that he formed during that period.

An active, heavy-set individual with a satisfyingly alert curiosity bump, Small, even in his high school years, had developed a thirst for laying in knowledge relative to the ticking of foreign countries. Chief among these fascinations, as they are recalled by friends of his University days, was his interest in the politics, economies, and polyglot socialologies of the various Latin-American countries. Any fresh scrap of relative information, not already encapsul-

(*Continued on page 18*)

By
BOB McGRAW

•

Some People Scoffed at His Choice of Site for a Shipyard. But Since 1938, Silence Has Reigned Among Critics of James H.

BULL of the RIVER

BACK in 1938, a naturalist, wandering on the banks of the Mississippi River some twenty minutes from picturesque old French-Creole New Orleans, Louisiana, might have been substantially impressed, were he the type that appreciates rugged scenery, with the area's big boulders, colorful undergrowth, carpets of green grasses and occasional patches of velvety-looking marshland. The air, to an observer such as this, might have seemed like a sharp Burgundy, and wildfowl, peeling off from overhead platoons, and diving low in search of food, could have reminded him of brightly-feathered bullets. Set off by the ponderous majesty of Ole Miss', it was a scene of wild natural beauty, but it would have taken the imagination of a Hollywood press agent to have visualized it as the site for a shipyard. Yet that's precisely what happened. One morning in that year, a man who has become a particularly astute shipbuilder, chanced by, made a few notes and hurried back to town. He was James H. Bull, President, Avondale Marine Ways, Incorporated, a firm which took root on the spot several weeks later and one which, since that day, has become a *maelstrom* of activity, a part of which has been the spawning of some of the most successful clippers in San Diego, California's huge tuna fleet.

BULL, a graduate of University of Pittsburgh and a full-fledged authority on steel fabrication, must have been hitting on all sixteen cylinders of his knowledge of engineering that morning, to have visualized the potent possibilities of his proposed craft camp there on the muddy Mississippi River. To his left and back a little, could be erected a first class machine shop with the very best in equipment; further back, and to the right of the machine shop, a modern office building could be constructed and utilized as a central outlet for production direction and managership; off to the right and close to the water a network of slips and ways could be built to hold the many expensive hulls that would find their way into the hands of experts in ship repairing and building. And, of course, there could be many more buildings and ideas put into use after the yard had established itself as an efficient, well-directed, and reliable enterprise.

Today, thirteen years after Bull's morning stroll along the river made famous by the writings of Mark Twain, the sprawling Avondale plant is engaged in profitably producing and repairing all kinds of sea craft, and because of one American businessman who was willing to kick over the traces of conventional shipbuilding operation. Bull's judgment in his choice for the location of his expanding plant has been questioned many times in the past. The land, according to some of his (now silent) critics, was far from suitable for what he had in mind. But he answers in the following, and more or less laconic, manner: "Some people thought it odd that we didn't choose flat ground for our location, but the site represented an ideal spot for a marine railway, so, in the interest of this, we went to the added inconvenience of building our shops and docks on pilings on the narrow strip of the river bank."

The current site is located just north of the famous Huey Long Bridge near the town of Avondale. Housing and equipment sprawls on the Mississippi

(*Continued on page 22*)

Recent Event

Attending Avondale's launching of *Sea Magic* at New Orleans were (left to right) Joseph W. Charlton, managing owner of vessel; Cecil W. Drake, San Diego boat broker; Manuel Fernandes, captain; Mrs. Fernandes, sponsor; James H. Bull, Avondale President; Mrs. F. Evans, Mrs. James Viavant, wife of Avondale's vice-president, and Earl Farnsworth, vice-president, San Diego Trust and Savings Bank.

Although the Scene May Change, Uncle Sam, at the Moment, Is Not Putting Too Many

Fishermen in Uniform

THE current international diplomatic entanglement between the United Nations forces and those of Communism, and the resultant partial, though substantial, conscription of American youth for a constantly-expanding military program, has had, so far, but slight effect on the manpower of San Diego, California's, giant, far-flung tuna fleet. True, the fleet is bound to suffer, especially if this country once more is plunged into a global conflict. But the number of present draft-age apprentice fishermen are few, as most of the fishing fleet members are veterans of the second world tragedy, which actually began the day when Adolph Hitler forced the old warrior, Von Hindenburg, to step down as Chancellor of Germany. When, in 1941, the Japanese exploded American indignation into armed resistance by trying to bump off Pearl Harbor, T. H., the tuna fisherman, along with others of his patriotic bent, went over to the colors, and, as time went by, about six-hundred of San Diego's bronzed and brawny pole-wielders allied themselves to various service branches to get in licks at nations who had no respect for humane principles, and the preservation of world peace and tolerance. A survey, conducted by this magazine, shows that:

AROUND ten per cent of the fleet's present manpower is in outright danger of being drafted, in various branches of the armed forces. The majority of this percentage, however, already has been greeted, and indoctrinated with the arts of war by the minions of Uncle Whiskers. Some, who number few, of course, enlisted in military units at the first explosion of the Korean mess.

Yet Uncle's fast-draw borrowing of tuna fleet crew members isn't the sole and conclusive problem facing Captains and owners of the huge sea-roving greyhounds berthed in San Diego, although there are many, and with just cause, who wish it were so. There is a strong and compelling opinion among both the civilian and military elements of this nation that the possibility exists of an eventual world conflict, in which the atom bomb may figure with horrible prominence. If the current diplomatic sore that is festering between America and those nations who deem it good policy to pursue an uncompromising and misdirected course should spew forth its infection into the rivers of international humanity, the fleet, in its entirety, would be taken over by the Navy for official duties. Small boats and clippers are not in danger of such action at this moment, however, but the Navy already is short of *Y.P.'s*, and would use the clippers for Island hops, and numerous other duties, to expedite the transportation of Navy personnel, troop movements and war materials.

But possibly the most drastic blow to the fleet's continued operation on a full-scale schedule, barring, to be sure, an all-out war, would be the drafting of veterans. This would put such a crimp in the operational schedules and plans of many clipper Captains as to force them into operating their crafts on a part-time basis. The bigger ships demand a full complement of crew members, and practically every successful clipper in the fleet is composed, moreover, of crews among which are veteran fishermen who know their trade, and know it well. Replacing men with a knowledge gained from a decade of fishing experience would be a heart-breaking undertaking on the part of a ship's owner and Master. Full crews, which combine top-flight fishing know-how with able seamanship, are a highly-prized part of the fleet's equipment, if not the single most important element of the industry's success in reaping its multi-million-dollar yearly harvests from the sea lanes. A depleted crew, replaced with older men who are, in the main, physically unfit for the terrific gaff which a fisherman must undergo in plying his trade, or men who have retired and somewhat lost their touch, naturally cuts down the percentage of efficiency which a clipper enjoys in normal times. More, the same thing applies to many of those who have been rejected as physically unfit for military duty, and who, though rejected, say, for limited vision, are yet unschooled in sure-fire methods of handling a big strike. Unless the Government decided to institute some provision of exception involving first-class commercial fishermen, should an all-out war break out, it would be far wiser for all concerned, according to some veteran fishermen, if a clipper employing such crews was put to pasture for the remainder of the emergency.

THIS speculation, by no means, is intended to cause concern over the operational longevity of the tuna fleet. On the contrary, the fleet, being an integral part of the actual economy of Uncle Sam, is, of a certainty, so to speak, here to stay, even though the average commercial fisherman makes an excellent serviceman and hence is always welcome at any recruiting office. During the last war, it was noted by Army and Naval officers that there existed among fishermen a sort of instinctive understanding and reaction to the dangers they were about to face. Also, at the war's close, the fisherman, sitting in his armchair, in his favorite cocktail lounge or when visiting friends, was the least talkative of his wartime experiences than veterans in other brackets of endeavor. Actually, while this fact was a source of conversation to many curious civilians, the answer is not hard to define. The commercial fisherman is born and bred to hard work, hardship and danger. This is especially so in the case of the Portuguese tuna fisherman, who, generally speaking, has centuries of commercial fishing ancestry behind him. Poling in heavy, thrashing fish, with the danger of being attacked on his rack by an excited, blood-maddened shark; running for cover when a howling *chubasco* is on his heels, and diving for bait are everyday occurrences in his existence. Eventually he comes to know, and to develop an indifference to, the fact that a savagely-jerked hook can deprive him of partial or total eyesight; that a runaway net can drag him to the ocean's bottom; that the giant hand of a storm-lashed sea can rise and smash him with a slight flick of an angry green finger, and that a bullet can send him to his fathers no quicker, or more surely, than these everyday risks.

(*Continued on page 28*)

Powder Cap

Sherry Ann. **Owners didn't like assessments, blew off lid.**

Chin Up! A Top-notch Committee Is Working On California's

Personal Property Plague

AN old waterfront canker, of a nature irritating enough to have caused more than one San Diego, California, boatowner to act as though he got up on the wrong side of his bed, is currently undergoing a healing process that could wipe it out, given a little time, or at least stop its clock to a point wherein the pain would be of minor stature. This annoyance, of course is the personal property tax levied against commercial fishing boats. It is a situation neither young nor old, and feeling against the measure has not flamed overnight, but, like the Topsy of Uncle Tom's Cabin, "jes' growed." If a certain Committee gets a bit of a break in 1951, however, the ending by January, 1952, may have a far happier hook to it than anyone visualized during the past year.

This group of men, called the Assessor's Advisory Committee, is elected annually. Its sole function is to aid Crowell D. Eddy's office in dealing equitably with property-owning commercial fishermen, with special emphasis placed upon ironing out the knotty problem of assessment taxes against the big clippers and their smaller sisters. Eddy is San Diego's County Assessor, and, it may be said in passing, that, from the group just mentioned, he can be certain of plenty of help. The Committee, composed of commercial fishermen such as Frank M. Perry, President; Edward X. Madruga, Vice-President; Vernon M. Brown, Secretary; and of such members as Harold Cary, General Manager, American Tunaboat Association; and Horace Miller, Miller-Gresham Accounting Service, represents a wealth of industry experience, intelligence and action. They'll need it. San Diego County's insistence on taxing commercial fishing craft as stationary property on a twelve-month's basis, when actually a vessel may spend so long as eight months of that time at sea, has been termed the most unfair and discriminatory system of bureaucratic money-grubbing to clapper-claw a community since the events leading up to the Boston Tea Party. This, to say nothing of the fact that sisters of the clippers, such as cargo ships, et cetera, are exempt from the personal property tax, even though these same clippers are as frankly commercial in their overall operation as are the cargo carriers.

TO be fair, of course, the fault does not lie at the door of Eddy, or at that of his office. Eddy is merely following the mandates of a law, as it was voted in by the people in 1935. Moreover, San Diego County is not the only California county to be plagued with the misfit, although it is one of few that strictly enforces the measure. Several instances happened last year, however, that lead some observers to believe the law is ripe for an overhauling. These, in the majority, could be called resistance movements. The first was a threat, *en masse'*, by several boat owners associations in Washington and Oregon, to effect that, if San Diego County insisted upon its unfair method of taxation, their vessel would ignore the port. Nothing much came of the uproar to be sure, although the Astoria, Oregon-registered clipper, *Sherry Ann*, had pointedly gone fishing after sidestepping the port of San Diego in 1948. Previously she payed her taxes under protest, and served notice that San Diego County could whistle for any more patronage. The incident didn't look too well in print, which was what it got plenty of, and from all three of the local newspapers, the *Journal*, now defunct, being at that time among the quick.

This reaction, to be sure, was not long lost on owners of the *Sherry Ann*. These parties were Van Camp Seafood Company, Terminal Island, California, Western Boatbuilding Company, and Manuel J. Machado. Before long the City and County of San Diego had on its hands a suit seeking recovery of $15,054, paid by the *Sherry Ann* as personal property taxes for the years 1947-48. Then came the bolo that opened a few Assessing eyes.

LATE in August, 1949, after around a year of litigation, the case came to court before Superior Judge L. N. Turrentine. It took Turrentine very little time to give San Diego boat owners the first encouragement they had had in years, i. e., when his decision came down the *Sherry Ann* owners were $15,054 richer. Whether Turrentine, a jurist who possesses, to the exasperation of some, a disconcerting habit of sifting fact and of making honest decisions regardless of whom they pinch, was influenced by the method with which the *Sherry Ann* was taxed is not known, as a matter of

(*Continued on page 28*)

Pan-American Greets the Fleet

Corsair

Charles Landgon (left), Melvin Morgan

HIGH SEAS

Not many fishermen around the boats this month. Out at the High Seas Packing Company last month, however, the tidy clipper *High Seas* was unpacking its full load caught on a 65-day jaunt down to the Galapagos. Travelling down there took 12 days, but according to Skipper Joao Reis, "We had barnacles on our bottom." Usual time for the jaunt is 11 days.

The cook aboard the *High Seas*, who keeps his galley lots cleaner than I can keep my kitchen, is Augusto Santos, who says the 13-man crew puts away no less than three pounds of coffee per day. It's a good thing "There's an awful lot of coffee in Brazil." And say, Santos, you make coffee as good as Bunkhouse Bill at the "Circle W" ranch in Arizona.

For an ordinary two-month cruise, Santos stocks up on hams, steaks, veal, chicken, turkeys, ducks, lamb and pork. (What? No fish?) and, for holiday fare the crew ate turkey and the trimmings and apple pie ala mode and strawberry short cake ala Santos. (Okay, I give up, Santos. Bunkhouse Bill couldn't hold a mouldy old candle to your culinary artistry.)

Among items besides foodstuffs, the *High Seas* leaves port with its supply of movie films. The crew members say they might see the same movie 4, 5, 6 times—but still enjoy them. And down in Galapagos, they trade movies with other film-carrying clippers and visit in the evenings aboard other boats that are showing movies they haven't seen yet.

Added cuff-notes on the *High Seas*: The 128-footer is equipped with one of the prettiest little chapels we have seen, and is used, according to Skipper Reis, "almost to a man, almost every day." The only blondes aboard are smiling Ove Andreasses, engineer, and Paul Akersborg, navigator, who both hail from Norway, and both nearly crush every bone in your wrist when they shake hands with you. Boat owners are: Ontonio Rodrigues, Francisco Ferreira, Joseph Rodrigues, M. O. Medina, Reis, Manuel Gonsebes, Joao J. de Coita, Manuel M. Gomez, Lueretia B. Tripps and Mary B. Laranetta.

CORSAIR

Down at the Van Camp unloading docks we zigged when we should have zagged, and got caught in the spray kicked up when a 253-pound tuna was dropped off the *Corsair* into the channel. Seems every single one of that catch was a big one. This boat is co-skippered by two personable young men, Charles Langdon and Melvin Morgan. Both, along with Harold E. "Pop" Morgan, Sr., are owners. The younger Morgan declared that the only unusual event on the *Corsair's* 49 day trip out was that "I had to work a bit for a change." But, after a 42-day wait to unload, you should be rested up now, hey, M'seur Morgan?

ESPIRITO SANTO

Also at the loading pier, all mothballed in its waterproof jacket: the helicopter aboard the *Espirito Santo*. It is used for sighting schools of fish.

MARINER

And back at the B Street Pier, awaiting its turn to unload was the sturdy revamped Navy Y.P. boat, the *Mariner*. This boat has an unusual watch-stander—the ugliest dog in town. The dog is the ship's mascot and is named Topper. Topper is the result of questionable ancestry, and was born with protruding lower teeth which makes him look as though he is constantly deciding between peace toward men, or taking a large chunk out of the first available leg that swings over the side. Engineer Al Pushie called Topper "just dawg," but swears that a better watch dawg just isn't to be found. If looks are any criterion, we believe every word Al said. By the way, that old wheeze about "Water, water, everywhere but not a drop to drink," is wheezing its last gasp as far as the *Mariner* is concerned. Pushie proudly showed us the corn-likker-type-still that can dis-till sea water at the rate of 300 gallons per day. "But," he added, "we only use about 400 gallons every two weeks."

EXPLORER

Didja ever notice the name of the little life boat aboard the *Explorer?* It it called *Slo Mo Shun.*

SUN RAY

Down on the "B" Street Pier, we found Carl Soares, skipper of the *Sun Ray*, trading fish stories with Lou Brito, skipper of the *South Pacific*, which put into our town for a couple days before heading up to San Pedro to unload at the French Sardine Cannery. The home-away-from-home for the *Sun Ray* was Punta Arenas, Costa Rica, during the 131-footer's last 80 day jaunt, while the dashing Brito spoke fondly of a New Year's Eve spent in Acapulco night-clubs. They had to put into that port for fuel, and, by the beard of the Prophet, it just happened to be New Year's Eve! But it is no coincidence that Brito advised that the town was "really keen, Carl." Seems he had been down there several years ago and on his more recent trip he found it had changed—all for the better.

Mariner

Mascot "Topper," shown with Engineer Al Pushie.

EBB'N FLOW

(*Continued from page 9*)

GRAYS HARBOR BOOM

Percentages:

One fifth of the troll-caught Chinook and Silver salmon landed in Washington ports last year were unloaded on Grays Harbor in Aberdeen, Washington, according to a report of the state fisheries department of that state. The department reported 81,921 Chinook and 39,022 Silver salmon landed at Grays Harbor, out of a total of 326,508 Chinooks and 640,767 Silvers for all areas, including Puget Sound.

REGULATIONS

Bitter Ends:

Rigid enforcement of harbor safety laws was revealed in a warning issued by Coast Guard and Harbor Department authorities last week. Mooring and safety of fishing vessels, yachts and lesser craft are directly affected. Stiff penalties will be meted out for infraction of the regulations, the warning stated, and boat owners violating the ordinance will be subject to a $500 fine or 180 days imprisonment. Several small craft have already been impounded for not heeding the ordinance and mooring in fairways of commercial and yacht harbors. Leaking fuel seems to be a major hazard among small craft, according to fire department and harbor officials. The seepage of fuel in bilges has resulted in three wrecked boats and the life of one fisherman. A second fault of fishing craft is the practice of leaving auxiliary engines running unmanned while the boat is moored at the municipal docks or Embarcadero. Recently cited as an example of carelessness was the case of a tuna clipper moored at the outboard end of the B St. Pier. No watchman was left aboard, and this was directly attributed to the cause for a faulty valve escaping unnoticed and flooding the boat. Craft traveling at excess speed and creating a wash that enables boats to escape their moorings has been brought to the attention of Coast Guard officials, and a 5-knot progress limit has been enforced in Glorietta Bay to eliminate the danger of drifting craft.

PLATFORMS

Candidates:

Hugh V. Knox, ex-waterfront reporter, at one time attached to the San Diego, California, *Union* newspaper, and currently a candidate for the post to be left vacant by Mayor Harley Knox, came up with a formidable list of For and Against platforms to spark his campaign. In the latter case, he wanted none of the Cedar Street Mall, Off-Street Parking, et cetera. In the former, he favored improvement of Highway 80, the Laguna Tunnel, and an all-out pitch toward Harbor improvement. Perhaps most interesting to commercial fishermen, however, was Knox's contention that the personal property tax now levied against commercial fishing boats, should have some straightening out. Moreover, he was strongly in favor of civic aid in publicizing tuna on a national basis. "These two sticklers," he stated, "have been by-passed by City and County officialdom too long. If elected, I promise to get into these projects immediately, and to bend every effort toward instilling some sensibility in the personal property issue, and some spark behind the canners in their desire to get their product nationally-known."

ICE-BREAKING

Open and Close:

The first sardine haul brought to port totaled 197 tons and was taken by six fishing boats working for the San Carlos Canning Company of Oxnard and Northern Packing of San Francisco. The haul boosted the season total to over 25,000 tons. Northern packers fishing in Oxnard waters closed out their sardine season January 15. Local canners carried on their operations until January 31, the official closing date of the southern sardine season.

(*Continued on next page*)

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EBB'N FLOW

(Continued from preceding page)

RUMOR IN THE WIND

False:

Officials of the Gulf Oil Corporation said the company would continue marketing of Gulf marine gasolines and other products through its hundreds of dealers operating water-front service stations. It branded as completely false, statements and rumors in some parts of the country that the company is discontinuing retail marine sales. "Consistent with world conditions, the retail marketing of our products through marine service stations will be as aggressive as possible in 1951," said C. M. Gile, Gulf Vice President. "Our laboratories are working on several new marine products," he continued, "and our sales forces are making a determined effort to increase representation in a number of localities." The false rumor of Gulf's withdrawal from the retail marine business, no doubt, was a result of a letter written by the company stating that Gulf would not supply high octane gasolines to marine racing drivers gratis, as has been a practice for the past several years. The gasoline furnished generally was of a type suitable for military aircraft operation, and the company believes it consistent with the state of national emergency to discontinue supplying fuels for this non-vital activity.

NEW DEALS

Purchases:

Purchase of Anthony Brown's interest in the new tuna clipper *Marilyn Rose* by Capt. Joe Alioto, former skipper of the San Diego clipper *St. Joseph*, was revealed in the early part of January.

BOTTLENECK

Wage Demand:

A wage increase strike has halted crab and shrimp fishing in the chilly waters of Alaska. Shellfish plant owners are seeking a $1.10 an hour increase. The present scale is $1.40.

CHAMPION

Jack Chagas:

Capt. Jack Chagas of San Diego, California, is a plenty fast hombre. Capt. Chagas guided his clipper *Elena* back to port and grabbed laurels for being the first skipper to arrive dockside for 1951. Second boat nosing to port was the *American Clipper*.

CONCLAVE

At Chicago:

Many problems of materials handling in the fish industry would be considered at the Materials Handling Conference which would be held concurrently with the National Materials Handling Exposition at the International Amphitheatre, Chicago, April 30-May 4, inclusive, it was learned. The conference, which was seen as the most extensive ever undertaken in the field, would be sponsored by the American Material Handling Society. Fish executives also were to find score of machines specially suited to the industry among the thousands which would cover ten acres of exhibit area, both indoors and out. Among the topics of prime interest would be "Bulk Handling and Storage Methods for Solids," "Bulk Handling and Storage Methods of Liquids," "Coordinated Handling Through the Production Cycles," "Ways to Beat Wet Grounds and Bad Weather in Yard Handling."

APPOINTMENT

Schaefer:

The appointment of Milner B. Schaefer as Director of Investigations by the newly-formed Inter-American Tropical Tuna Commission was announced by the Department of State. Schaefer would leave his present post as chief of the Section of Research and Development of the Pacific Oceanic Fisheries Investigation of the Fish and Wildlife Service in Honolulu, to assume his new duties. The Inter-American Tropical Tuna Commission was established by a convention between the United States and Costa Rica which entered into force on March 3, 1950. Chairman of the Commission for the first year is Jose Luis Cardona-Cooper, Chief of the Department of Fisheries of the Ministry of Agriculture and Industries, San Jose, Costa Rica. President Truman appointed three members to serve on behalf of the United States: Milton C. James, Assistant Director, Fish and Wildlife Service, Department of the Interior; Lee F. Payne, member of the California Fish and Game Commission; and Eugene D. Bennett, of the law firm of Pillsbury, Madison & Sutro, San Francisco, California.

Important Work:

The Department stated that the Commission had been established to make a joint study of certain tuna fisheries, namely, yellowfin and skipjack, in the tropical waters of the eastern Pacific Ocean, and of the kinds of fish used as bait by tuna fishermen. Because these fisheries present problems to other countries besides the United States and Costa Rica, provision has been made for other interested countries to become participants. The territorial waters of Costa Rica are an important source of bait and it is understood that the Commission plans to establish branch headquarters in that country, although the main of-

ice and laboratory will be located in Southern California. This will be the largest tuna or tuna-bait investigation ever to be conducted off the coasts of Central and South America, and the appointment of the Director of Investigations would enable the Commission to start this important work for the maintenance of a valuable food resource.

Background:

Following his graduation from the University of Washington in 1935 with a B.S. degree magnum cum laude in fisheries biology, Schaefer joined the Washington State Department of Fisheries as a biologist, leaving after four years to accept a similar appointment with the International Pacific Salmon Fisheries Commission. He served in the Navy for four years during World War II and since his discharge in 1946 has been engaged in fishery research for the Fish and Wildlife Service, first at the Service's headquarters for sardine and Pacific tuna study in California, and later at the headquarters for the investigation of the tuna fisheries of the Central Pacific, in the Hawaiian Islands. He is the author of numerous scientific publications on fisheries and recently completed the thesis for his Ph.D. degree based on research conducted for the International Pacific Salmon Fisheries Commission.

APPOINTMENTS

Beswick:

Daniel K. Beswick has been appointed as Vice-President in Charge of Sales of Carton Label & Lithograph Co. announced by Chas. E. Paganini, president, recently. Beswick had been associated with Zellerbach Paper Co. for the past 15 years and during the past 5 years had been sales manager of the Printing Paper Department. Beswick had been active in civic affairs as executive vice-president of San Francisco Jr. Chamber of Commerce, vice-president of Calif. State Jr. Chamber. At present he is president of the San Francisco Order of Cincinnatus, vice-president of the Jr. Statesman Foundation, and on the board of directors of the Reber Plan. Beswick is also active in the San Francisco Advertising Club and San Francisco Club of Printing House Craftsmen.

LONGEVITY

The Crab:

A bill to shorten the open season on crabs is under consideration in the State Legislature at Sacramento. Factions are seeking to end the season for the North California Coast area July 21 instead of the present closing date of August 0. The closing date for other areas would be moved up to August 15 from

(*Continued on page 19*)

Fair Winds

By BOB McGRAW

WHEN wise old Benny Franklin, the portly Pennsylvanian, started messing around with a kite and a slippery key a long time ago he never could have guessed what he and the resultant spark he coaxed out of a string was going to lead to. Of course, the old fellow was directly responsible for the introduction of what is generally acknowledged as the greatest source of power readily available to humanity the world over, BUT—now come the "Kilowatt Cowboys of the Briny Drink."

The California Co-operative Sardine Research Program has unveiled an ingenius method of "herding" the fleet little delicacies to a central point just like Sagebrush Sam used to guide his longhorned critters into a corral. Actually, the experiment hasn't been sea tested yet, but it has produced acceptable results in aquariums and directors of the experimentation in electrification believe it will work quite well in ocean waters. The method is simple in operation: when a responsive amount of current is run through water, the fishes involuntarily orient themselves with the current and proceed to swim toward the postive anode. There is no proof positive that sardines can be accordingly affected in their natural habitation, but the possibilities are arousing considerable interest among commercial fishermen, and expansive studies are under way for 1951. The C.C.S.R.P. is conducted by the California Academy of Sciences, the U. S. Fish and Wildlife Service, California Division of Fish and Game, and Scripps Institution of Oceanography.

A full scale research program is being conducted by the aforementioned group to determine the factors directly responsible for a huge decline in sardine landings here in California. The decrease first became noticeable in 1947 when landings hit a record low, and despite an increased catch since then have failed to reach the profitable levels of former seasons.

The research program now being carried on is probably the greatest of its type ever undertaken in the world, and results have established the groups combined efforts as nothing short of phenomenal. Recent discoveries have revealed that one of the heaviest sardine spawning centers on the Pacific coast is situated off Mexican shores in the vicinity of Cedros Island, Baja California. A second center, much larger than the Cedros area but more diffused in spawning, is located off Southern California and Northern Baja California. Sardines are fussy cusses when it comes to "home temperature." The water in which they choose to spawn must be neither too warm or cold. Almost all of the sardine eggs taken for samples during 1950 were gained from waters varying between fifty and sixty degrees in temperature.

Researchers have forecast sardine classes of lesser number for the coming year, and the fishing industry has been informed by directors of the program that grounds will be sparse in remuneration to fishermen seeking sardine hauls. The major portion of the tonnage netted in the next couple of years will be the results of the 1946-47 spawning groups and will supply the major support to fisheries. Weather has become an important factor in predicting the future success of spawning. Studies of upwelling, which one day may prove of great importance in solving the sardine problem, have disclosed that spring and summer upwelling off Cape Mendocino and Point Concepcion has a direct correlation to weather conditions. The possibility of partially forecasting sardine spawning success in the future is very much a reality after studying available weather data, directors of C.C.S.R.P. declare.

An extensive research program of this type necessitates the use of seven seaworthy vessels by the CalCo-SarRePro groups.

PROGRESS

(*Continued from page 10*)

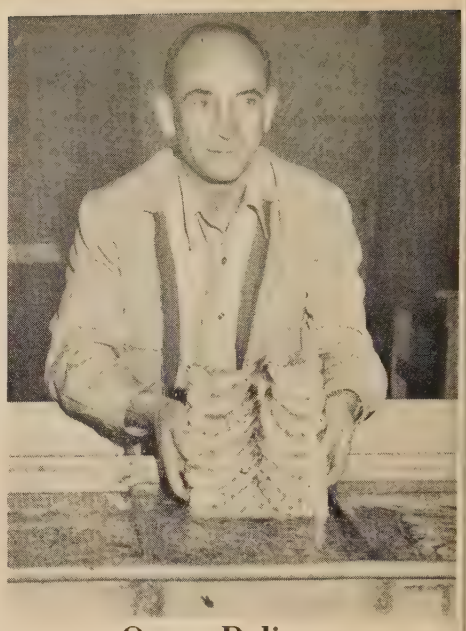
ated in his head, instantly drew his attention. This quirk, it may be said in passing, was to bear fruit at a later date, and, except for the lack of a very common, though essential, commodity, it might have done so shortly after he left his studies. As a matter of fact, when he was disgorged from the University as a dis-membered, though honored, cog in its *ipso facto* machinery, he came away the richer by friendship with a good many of his Mexican fellow students, most of whom had been pressing him, for some time, to give their country a personal whirl.

Despite, however, these urgings and the lure of a country which, even today, still has him headlocked, he was faced with the necessity of first drumming up some coffee and. He began looking around Los Angeles, therefore, and the odd part of this venture is that, apparently at no time, did the idea strike him to seek employment in law offices. "I've always preferred tangible production," is the way he explains this. "Dealing in intangibles makes me wonder if I'm working." It was not long, in any event, before he got what he wanted. Within a week he had snagged a job with the American Fruit Distributing Company of Los Angeles, where his advancement, in short, was on the nimble side. In the brief space of months he was promoted to Sales Manager, and given a Director's seat on the firm's board.

IT is no exaggeration to state that Small's achievements, through the years prior to his affiliation with the Mexican shrimp industry, have had not too many parallels in food distribution business success annals on the West Coast. By 1932, when he organized Marine Products Company, he had owned, in chronological order, the L. K. Small Company, a fruit products distributing house in Los Angeles, and steadily-growing investment business in Los Angeles and Santa Monica. Both of these firms were conceded successes in the realm of minor commercial operations, and he still was a relatively young man.

In 1929, however, an incident occurred that wrote *finis* to both enterprises, a happenstance that caused his interest in Mexico and its people to flare up anew. A mutual friend, certainly not aware that he was instigating a lasting friendship, as well as precipitating a multi-million-dollar industrial boom, introduced him to General Rodriguez. Small's honest aggressiveness and confident attitude sat well with the General, a man who is recognized by the world's great industrialists for his peculiar ability to peg a soft-song artist. In turn, Small could find nothing to criticize in the well-bred cosmopolite from below the American Border, and, when they parted, he began forming plans for the current big Marine Products Com-

(*Continued on page 20*)



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EBB'N FLOW

(*Continued from page 17*)

July 31. Purpose of the bill is the conservation of crabs.

DECLINE

Salmon Shortage:

A report from Fish and Wildlife Service of Washington State reveals that canned salmon will be scarcer and higher priced this winter. The F.W.S. report calls attention to this year's pack, which was the smallest in twenty-nine years and is directly responsible for price rises of fifty per cent on some grades of canned salmon.

BILLS

Sardine and Tuna:

Assemblyman Frank Luckel, of San Diego, California, introduced a bill in the upper house of the State Legislature last month that would prohibit use of edible fish, primarily sardines, for fertilizer. He also proposed elimination of license requirements for commercial fishing employees, and exemption of commercial ocean fishermen from licensing. Another measure would abandon the present 150 pound maximum weight limit on bluefin and yellowfin tuna.

RELEASE

At San Diego:

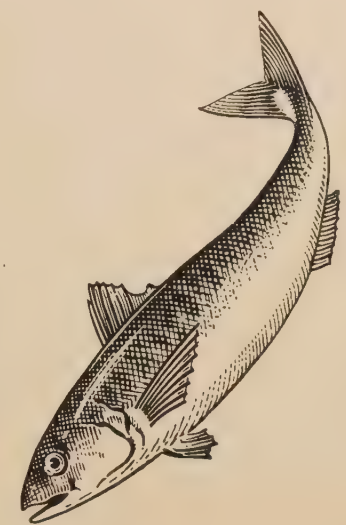
Van Camp Sea Food Company and the High Seas Tuna Packing Company decided to send to sea all clippers that have been berthed more than sixty days, because of limited government purchases of canned tuna. More than 40 of the giant ships have cleared the harbor to date. Clippers of the West Coast Packing Company and the San Diego Packing Company have been at sea since December due to the absence of a 60-day-in-port clause. Westgate-Sun Harbor Company is deliberating a similar move that will affect twenty vessels now in port. Wade Ambrose, President of Westgate-Sun Harbor, stated that canned tuna is slowly moving from the warehouses.

The first Van Camp vessels to resume operations were the *Monarch* and *Senator*. They were followed in turn by the *Commodore*, the *St. Mary* and the *North American*. The clippers *United Victory* and *Liberty* of the High Seas fleet are working their first fishing cruise of the 1951 season along the Baja California coast. Pending negotiations between the American Tunaboat Association and the A.F.L. Cannery Workers and Fishermen's Union and Machinists' Lodge 389-E, all returning fishing crews are to receive 1950 prices for their hauls. An increase of three per cent for all 1951 catches is being asked for by crews, and engineers are requesting additional half shares on each voyage.

A twenty-five per cent curtailment in the allocation of tin for commercial purposes will not affect the tuna industry, according to cannery officials. An ample supply of the vital metal was readily accessible to canneries during the two wars, and the flow of canned fish to government agencies and civilian markets was recognized as of the utmost importance.

SHORT SHOTS

A converted navy vessel flying Mexican colors and registered as the *Galante*, is delivering five-pound cartons of frozen shrimp to San Diego. Ordinarily,



shrimp caught in the Gulf of California and imported here from west coast Mexican steamers has been transported in refrigerator cars from Guaymas and Topolobampo.

The *Galante*, owned by J. Campanelli, is capable of freezing four tons of shrimp daily and has a capacity of 85 tons.

* * *

One of the last of the Westgate-Sun Harbor fleet to escape being tied up, the tuna clipper *Katy Lou* ran aground near the Harbor Boat Works three weeks ago but was refloated after a four hour struggle with minor stratches. The vessel was on its way to Mexican waters.

* * *

The Coast Guard had to contend with a "sneakin' beacon" during January. Mariners were notified the sudden absence of a pyramidal floating marker from its usual spot on the north shore channel of the harbor . . . *"Point Love,"* as the marker is fondly referred to, is twenty feet high and is painted in black and orange checks. A bell and an amber light affixed to the marker is well known to fishermen in San Diego.

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PROGRESS

(*Continued from page 18*)

pany. Some weeks later, the urge having reached the "must" point, he wound up his Los Angeles and Santa Monica enterprises, announced his intention to start up in San Diego, and went looking for a partner to handle the legal end of his business. Fisheries executives agree that he could not have done better in his selection. He took in Benjamin W. Shipman, the astute Los Angeles authority on international law, and an old classmate at the University of Southern California.

Quiet, even-tempered and a detailist, where Small combined the kick of a pile-driver with the stamina of a plow mule, Shipman provided his partner with an efficient, and forceful, foil. Marine Products Company, under Small as President and Shipman as Vice-President, was successfully operated by joint administration of these men until its recent stock purchase by the Los Angeles firm, Wilbur-Ellis Company, a development that also saw Shipman's voluntary retirement from the organization. It is possible that those early-day policies, as laid down by the extensive Small-Shipman collaborations of that day, were responsible, in the main, for the clock-like operational precision so characteristic of the organization, *Anno Domini*, 1951. But those years also were torrid ones, even though the firm grew in physical, as well as financial, stature. One of the hottest spuds was a development which today has become the sorest eye in the tuna industry, here, there, and everywhere. It was known then, as it is now, as the Japanese Situation.

IN the case of Mexico, it started in 1937, at a time when Japan was the lucky holder of a shrimp fishing concession from the Mexican Government. Tenacious workers and possessors of a commercial fishing heritage dating back hundreds of years, the Japanese had been finger-pulsing the potentially rich Mexican shrimp beds for some time, and, when their treaty was granted, based upon four years duration, they came in *en masse*, down to, and including, their locks, stocks and barrels. By 1938, they had moved into the Gulf of California, with one of their many headquarters in El Golfo, and were fishing to the Gulf of Tehauntepec port of Salina Cruz. By 1939, they had gained such power as to virtually control the entire Mexican West Coast fishery; they had set up a powerhouse political machine in Mexico City and Guaymas, Sonora; they had fleets of trawler vessels, and they had established a shuttle service to Japan.

Some estimates of the shrimp taken during the period started in 1937 and ended in 1940, run as high as 34,000 tons. Small, seeing the marketing of shrimp to American consumers being gradually taken over by Japanese exporters, and, moreover, anticipating an industrial disaster to a country which he had come to appreciate with a devotion second to that of his own land, set up a first-class uproar. Indeed, so early as 1934, he had warned of the trend, in both correspondence and by telephone to his various Mexican friends, but seemingly to no avail. Then the scene, with a crash that echoed to Hirohito's throne, suddenly changed. Back of the scene was General Rodriguez.

It is pretty generally conceded among fishing authorities that Small's crackling blasts had much to do with Rodriguez' decision to personally enter the picture. What many do not know, however, is how early Rodriguez reacted to the situation. As it turned out, he had been training, since 1938, a number of promising young executives, in case the move that he was contemplating went off smoothly. That move, happily enough, did come off, and the result has had a tremendously far-reaching and favorable effect on the entire country of Mexico.

CERTAINLY the Pacific Fisheries of Mexico, and the myriads of people living comfortably at this moment by virtue of this Rodriguez-inspired exploitation, owe a great debt to the Mexican tycoon's public spiritedness and courage. More, Rodriguez' love of his country, which has been the theme for several popular Mexican songs in times past, can actually be credited with what today is accepted as a major financial reform in the State of Sonora. His successful campaign to oust the Japanese, in favor of a 100 per cent Mexican enterprise, began as an honestly patriotic gesture, as later events have proved, and, before it was over, it developed into a hell of a battle. It raged from San Diego to Vera Cruz, Mexico, and from there into the office of President Cardenas, then Chief Executive of the Republic of Mexico. Small, who finally had got what he wanted, was right in the middle of it. In fact it was to be his hand that wrote the most substantial footnote to its success.

(*To be continued*)

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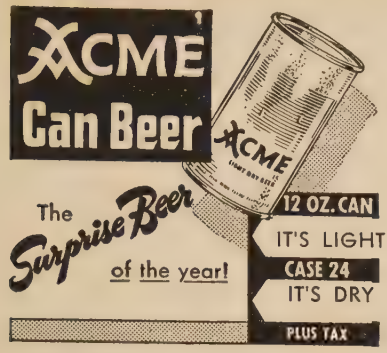

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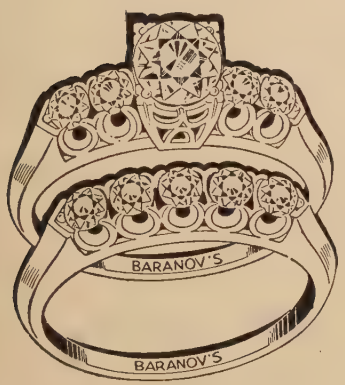

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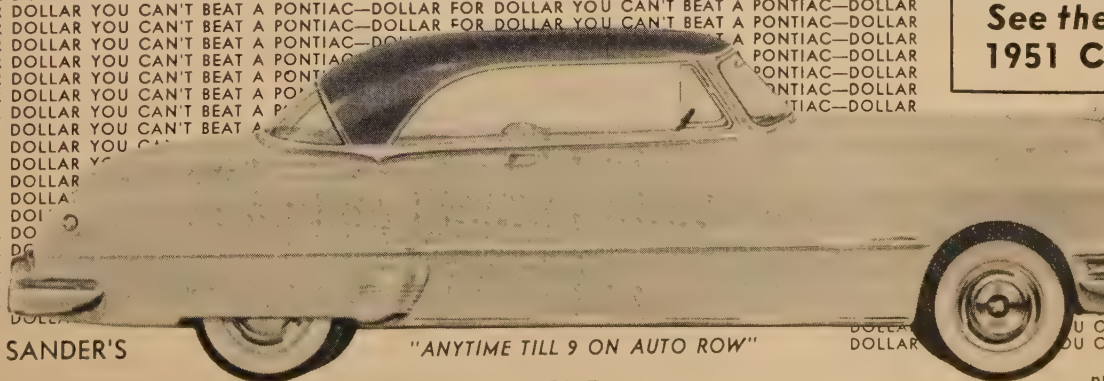

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BULL

(*Continued from page 11*)

River levee and occupies the site formerly utilized by the Missouri Pacific Railroad as a train ferry, prior to the erection of the Huey Long Bridge.

Avondale, specifically during the last five years, has enjoyed an unusual success, and the future may hold pages yet of success to be added to the story of its cruise in the rough sea of marine construction competition. The company is growing like a corn-fed veal; so fast, in fact, that its director is piloting it plenty carefully along the reefs of international uneasiness and political hodgepodge that is fast assuming the proportions of all-out warfare. If the expected armed conflict does materialize, Avondale will be in the thick of the battle of production, of course. The know-how and facilities gained in its success along the Gulf Coast water lanes would aid materially in making a greater contribution towards the war effort even in the production of war vessels instead of peacetime equipment. A substantial advantage is Avondale's river plant repair yard, which is equipped to handle all types of marine repair work on all makes of vessels, barges, drill rigs, derricks, tugs and tow boats, naval vessels, fishing boats, etc.

AVONDALE, which actually is situated in one of the more predominent bends of the geographically writhing Mississippi, built its first tuna clipper in the spring of 1946. It was the first giant commercial fishing craft ever built on the Gulf Coast, or any other part of the United States, other than the West Coast, home of the tuna clipper fleet. Since then, nine other clippers have eased themselves into the dark brown waters of Ole Miss'.

The first clipper constructed by Avondale was the *Mauritania*, and this sleek greyhound of the waves was followed

(*Continued on page 24*)

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BULL

(Continued from page 22)

by such well known clippers as the *Paramount, Sun Hilarita, Sun Jason, Santa Helena, Sea Magic, Excalibur, Santa Anita,* and, more recently, the *Gulf Star.* The last named ship will have a twin sister in the *Challenger,* which was launched January 31 and will be ready for use soon thereafter.

Avondale's introduction to clipper construction came about a few months after the cessation of armed conflict between the United States and Japan. Cecil Drake, San Diego boat broker, wanted a number of shrimp trollers built for some friends in Guaymas, Sonora, Mexico, and a tuna clipper or two for several clients in San Diego. Drake believed then, as he does yet, that clipper construction took entirely too long, for it was a generally accepted fact, several years ago, that building a clipper took a year or more. Since the orders he had for the shrimpers and clippers specifically stated speed plus, he began contacting shipbuilding firms across the nation, and thus he became acquainted with Avondale. The Gulf Coast firm concurred with Drake's opinion that a boat could be turned out within four or five months, at a reasonable cost, and Bull accepted the challenge to make the test. As a result, construction of the *Mauritania,* one of the most successful and economical craft for its type on the high seas today, was completed in exactly four months and eight days after the laying of its keel—including the naval architect's time, with Drake's collaboration.

This, needless to say, spurred Avondale on to greater ambition in attaining speed, efficiency and quality in the production of tuna clippers, and the long line of Avondale-built clippers now roaming the water lanes attest to the yard's ability in turning out the finest in sea craft. Very little time has been required for even substantial repairs to their ships. None of the ships has sustained a major breakdown, and repairs and maintenance have been held to an unbelievable minimum.

DURING the years since 1938, Avondale's business has grown to considerable stature in marine circles far outside its normal operational sphere. An additional yard was necessary to handle increased production activity, and the most likely site for this was directly across the river from New Orleans and on the Harvey Canal. The location was chosen in the interest of convenience to vessel owners who ob-

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jected to the run up-river to Avondale's main plant. That the new addition was another step ahead on the part of Bull was evident in the amount of business done in the Harvey yard during the current year. Records revealed an increase in business of more than seventy-three per cent over 1949. During 1950, the Harvey Plant serviced 1,919 vessels, and ships drydocked totaled 563. Reparation to propellers reached a figure of 1,140. A new $50,000 shop building was included at Harvey to further facilitate the plant's operation, and its ever increasing surge in production and activity. One of the outstanding features of the Harvey plant is its quick repair service. This, of course, is evidenced by the above figures. The plant has facilities for servicing propellers of all sizes, including the largest propellers up to 50,000 pounds and twenty-four feet in diameter, which is about the largest size used on American ships. The Harvey plant is the largest of its kind in the South.

Aside from its tuna clipper production, Avondale's output includes a fleet of launches for the Creole Petroleum Corporation, New Orleans; a fleet of nine tugs for the same company, two large dredges for South American operation, a levee repairing equipment for the United States Army Engineers, and the conversion of several L.S.T.'s for Humble Oil Company. A record-breaking construction schedule was established in building the tug *Carinthia*, which was designed by Avondale for the Olympic Towing Company of New Orleans, and launched at Avondale yards on December 9, 1950. The *Carinthia*, which will be used for intra-coastal canal and river towing, is an all-steel craft welded into a powerful unit of smoothness and brute force, embodying the engineering characteristics necessary for the rugged service to which it will be subjected.

(*Continued on page 27*)

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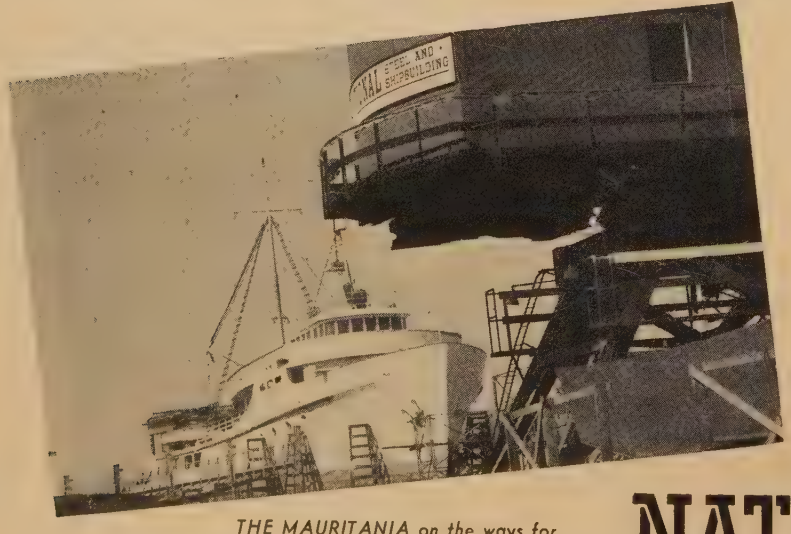

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BULL

(*Continued from page 25*)

On August 22, 1950, Avondale launched the largest drilling rig barge designed for tideland waters and built for Rowan Drilling Company of Fort Worth, Texas.

Prompt service at the Avondale plant seems to be a silent motto of the entire company. As an illustration, Barge No. 2401 for B. & M. Towing of Houston, Texas, 24,000 barrels, 280 feet long, 50 feet wide and sporting 12 compartments, was gas freed, and heater coils were installed in all compartments and main steam line with condensation line on deck in four calendar dates. The barge arrived on a Wednesday morning at 8:30 a. m., was gas freed, pipe work was completed, it was tested, and all deck lines were insulated, and it was passed by U. S. Coast Guard by 12:00 midnight, Saturday, December 9.

BULL'S relationship with his employees is a favorite topic with union leaders. Bull figures that he makes money from the efforts of his employees, well-acquainted with 95 percent of his employees, and he is not too busy to handle most personnel problems. Too, and, in pursuing this avenue, he can't get an argument if results count. He attributes the phenomenal growth of its operations, in both the Avondale yards and the Harvey Quick Repair Plant, primarily to customer satisfaction, via the satisfied employee route. Avondale, like most successful institutions, is a mass of high precision facilities and large capacities which require the human element to enliven them, and the character and perfection of work performed depends entirely upon the skill, aptitude, and willingness of workmen, according to its tall, angular mentor.

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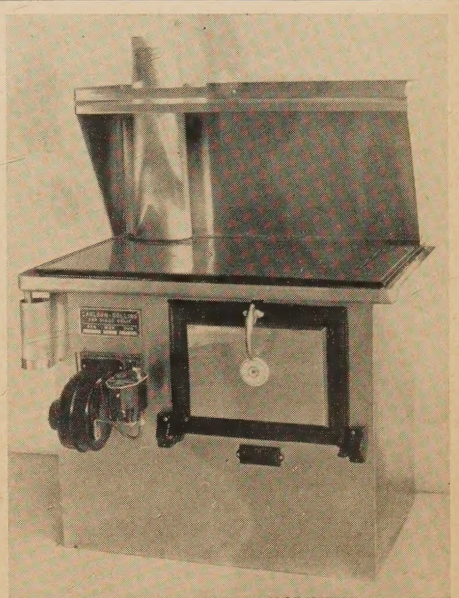

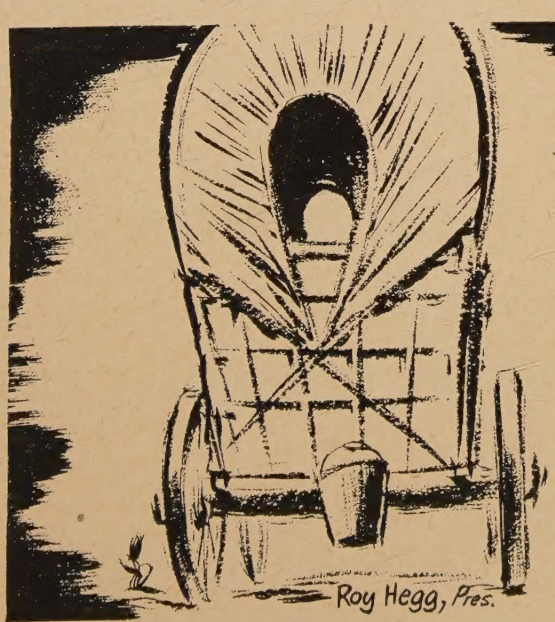

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UNIFORM

(*Continued from page 12*)

SO far as the old wheeze goes about the School of Hard Knocks, a fisherman receives his education in bumps at an early age; often his first trip takes place when he is barely fifteen years of age. Slinging a rifle over a shoulder or whipping a line into a foaming school of tuna has bothered him, at least so far, very little in comparison. There is, of course, no trumpet-blasting to herald his victory over a shark or a burning ship. His dangerous, though unmilitaristic, indoctrinization, is even often looked upon with indifference by his parents. Therefore, he trades in his pole for a rifle with the air of a man who has merely been transferred from one shaky perch to another, an operation that has been going on since his Azorean ancestors made their living from whaling in a day that marked Queen Isabel's Feast of the Holy Ghost at Alemquer, Portugal.

PLAGUE

(*Continued from page 13*)

fact, is used to squeeze the sugar from all San Diego commercial fishing craft, went something like this:

First, the tax assessor gets out his pencil, figures a moment, and then comes up with what is called a "dollar valuation." This means that the craft is given an estimate of actual worth; for example, the "absolute dollar value," or to be more cloudy yet, "the forced sale price." The taxmen guy this out on a basis of what a fisherman would receive on a "note foreclosure." Following this mystic mathematical calculation, comes the dun for personal property tax, that is, without knowing exactly whether the percentage is correct or incorrect, he gets a bill to effect that he owes the City and County of San Diego a chunk of gelt. Of this money, strangely enough, the Harbor Department gets not a *pfennig*, even though John Bate, Port Director, could handily use some of it for furthering the excellent plans he has on tap for harbor expansion and improvement. More fantastically yet, the Harbor Department was supposed to get, when the law went through, a substantial chunk of these tax monies. This was to be used for capital investment on harbor improvement. Up to 1948, however, it had received but $150,000, and since that time, it has received exactly nothing. Moneys which went into San Diego's treasury since 1935 from personal property collections, moreover, are as hard to trace as the proverbial needle in the haystack. Perhaps it went for various county improvements such as for upkeep of roads and bridges. This use, of course, means that the fisherman is getting hooked again, as, in spending as many as eight months of each year at sea, he has little time to take advantage of the pleasure to be derived from cruising along jazzed-up country roads.

THE method utilized in accumulation of the personal property tax also is an odd element. At the time when the tax office figures the coming annual budget, a total amount is earmarked from various tax-vulnerable classifications, and the personal property tax cut is divided by the total evaluation of personal property. To some observers, this system, plus that of arriving at the tax owed by the boatowner, represents a form of simplicity comparable with that of putting a wild stallion in pinafore.

To return to the *Sherry Ann's* owners, their chief complaint involved the fact that vessels registered out of San Diego were getting the harpoon even more substantially than those berthed in the Border City. San Diego's cavernous maw, it was contended, made the tax demand on vessels registered in Washington and Oregon, for example, look like a piker. Oregon and Washington, as a matter of fact, arrived at their figures by basing the assesment on the actual assessed value, divided by five. San Diego levies per boat 35 to 50 per cent of the vessel's "current market price," the rate being $5.83 per $100 valuation.

Currently, the Assessor's Advisory Committee, headed by hard-hitting Frank Perry, has this problem as a Number 1 issue on its program for 1951. The American Tunaboat Association's views, of which Perry also is president, are that the fishing vessels should be taxed on time, rather than on distance traveled. Harold Cary, General Manager of the Association, holds that the situation can be straightened out, if some work and thought are given to it. At present, the Committee is in the process of a complete, conclusive study, upon completion of which it will decide whether or not to present to Sacramento, California, lawmakers a bill of amendments to the existing legislation.

OTHER states have, of course, tussled with this same problem. A solution adopted by one state involved taxing the boats at a rate of twenty per cent of the value assessed on other personal property. However, San Diego taxmen feel that this method is "entirely arbitrary, and not based upon experience or fact." This could mean, indeed, that the take would be less, and hence would also account for the measure's unpopularity in some circles. In any event, it is quite certain that the San Diego situation is due to be exposed to some hard light, and, in passing, it must be admitted that the Committee has its work cut out for it. Every state in the Union is spending most of its time in figuring how to dig added taxes from the pockets of its people. California is no exception, and any bill calling for a tax cut has three strikes on it to begin with. Balancing this off, however, is a group of men who are sharp, persistent, and powerfully-intrenched in a multi-million-dollar industry. The year 1951, however, should tell the story.

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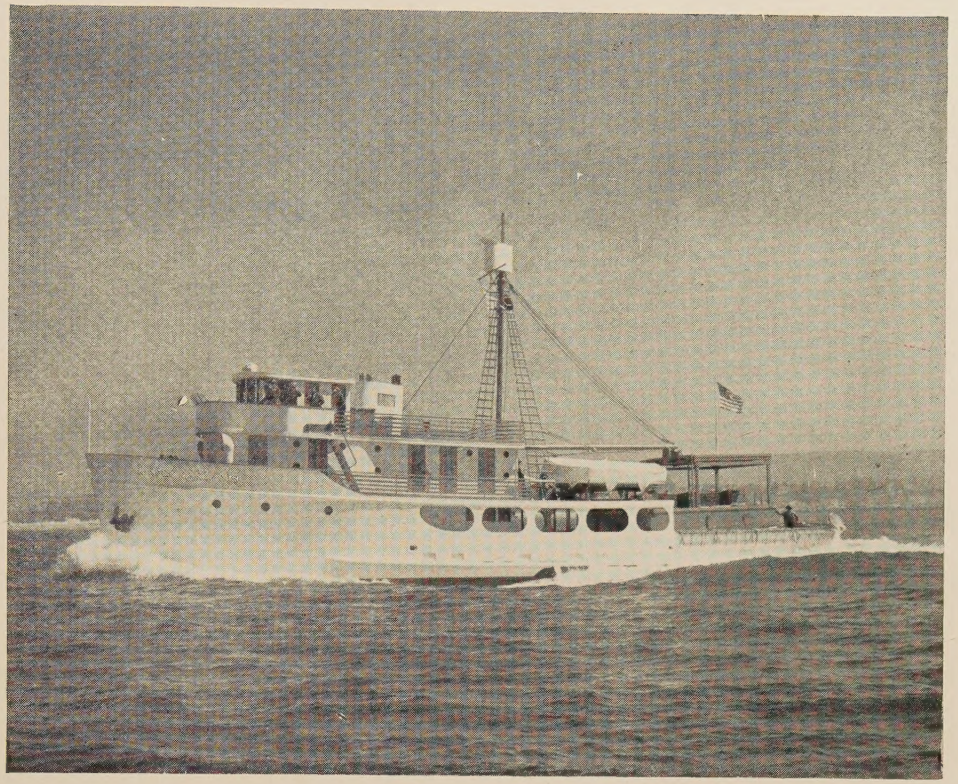

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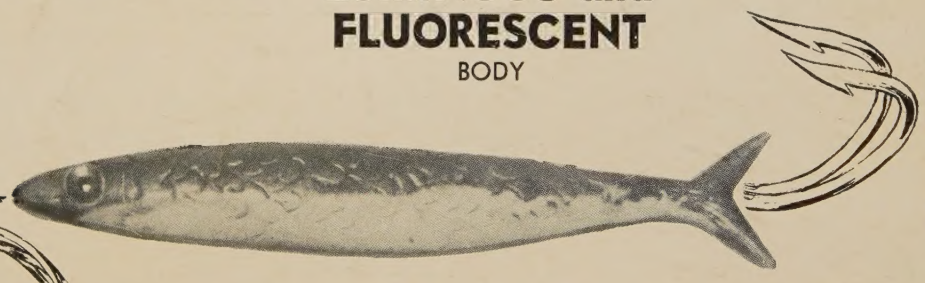

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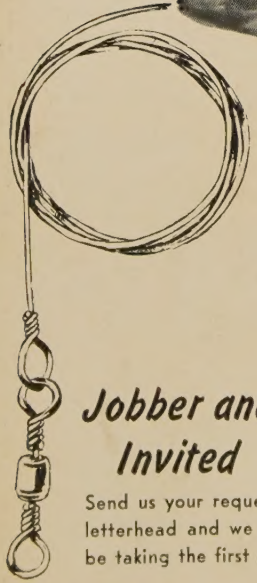

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